

In The Specification:

Please amend the following paragraphs listed below stating page number and first line thereof:

Page 3, Line 1:

Q Figure 2A shows another type of conventional bearing assembly. In particular, the bearing assembly 110 includes a bearing 111 and a pin 113 having opposing surfaces 112 and 114, respectively. A dry, greaseless coating material 116 is applied to a desired surface by spraying or coating the surface, such as the inner surface 114 of the bearing 111. The greaseless, self-lubricating material 116 occupies the space between the opposing bearing surfaces 112, 114 such that the surfaces are only separated by the greaseless material. One example of a greaseless self-lubricating material 116 is a polyester, thermosetting, resin-based material incorporating polytetrafluoroethylene or TEFLON ~~Teflon~~® particles, such as the material manufactured under the name KARON ~~Karon~~ by Kamatics Corporation of Bloomfield, Connecticut. This type of material is proclaimed as self-lubricating, meaning no external grease is required to lubricate the bearing assembly 110. Indeed, greaseless lubricants such as shown in Figure 2 were designed to overcome the disadvantages of grease lubricants shown in Figure 1, particularly in terms of load capacity and service life. Other types of greaseless lubricants are described in U.S. Patent Nos. 3,929,396 and 3,996,143.

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Q In particular, greaseless, self-lubricating materials operate at lower friction levels, which reduces the heat generated during operation. If heat does build up, the polytetrafluoroethylene particles typically expand more rapidly than the underlying surfaces to fill the space between the bearing surfaces, so that frictional contact between bearing surfaces 112, 114 is thwarted or

delayed, at least temporarily. Conventional practice teaches that a thicker coating of the greaseless material 116 will provide more lubrication for the bearing 110. While true for most applications, the extreme loading conditions mentioned above may cause the greaseless material to break down. And because the greaseless material 116 allows the bearing surfaces 112, 114 to be essentially in contact with each other separated only by the greaseless lubricant, any reduction in the thickness of the greaseless lubricant can reopen the space between the bearing surfaces, which can damage the bearing or cause the bearing to fail. This is shown in Figure 2BA, wherein the greaseless material 116 has worn down in certain areas, which allows unwanted and damaging rattling or movement between the bearing assembly members 111, 113. Thus, while greaseless lubricants provide advantageous qualities over grease lubricants, there is a need to provide a bearing assembly having a lubricant that offers even better wear and heat resistance, which leads to longer operational life of the bearing. There is also a need to provide a bearing assembly having a lubricant that is resistant to extreme loading conditions, such that the lubricant provides longer protection to the bearing in these environments compared to protection from conventional lubricants before service is required.

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Figure 7 shows a detailed cross-sectional view of the truck assembly 14, pivot bushing 30, and pivot pin 24 according to a preferred embodiment of the present invention. In particular, the pivot bushing 30 is disposed radially inwardly of the truck assembly 14 and is secured thereto by a frictional interference fit. The inner surface 35 of the pivot bushing 30 is proximate the pivot pin 24, and an advantageous lubricant according to the present invention is interposed therebetween. According to one embodiment, the inner surface 35 of the pivot bushing 30 is coated with a greaseless, self-lubricating material 50. It is also possible to apply the relatively thin coating of greaseless material 50 on both the inner surface 35 of the pivot bushing 30 and the outer surface of the pivot pin 24. Alternatively, only the outer surface of the pivot pin 24 may be coated with the greaseless material 50, although preferably only the inner surface 35 of the pivot bushing 30 includes the greaseless material 50. The material 50 is preferably a

polytetrafluoroethylene-based material, such as a material sold under the trade name KARON by Kamatics Corporation of Bloomfield, Connecticut. The greaseless material 50 can be applied to the inner surface 35 of the pivot bushing 30 in a number of ways, such as spraying, brushing on, or by dipping the pivot bushing 30 in a bath of the greaseless material. The greaseless material 50 includes a solid particulate, such as polytetrafluoroethylene or TEFLON Teflon®, that is embedded in a stabilizer material in the form of flocked, powdered, fibrous, flaked, beaded, or other forms. Other particulate materials may also be used, such as silver powder, lead powder, and the like. The greaseless material 50 has a thickness of about 0.003-0.007 inch, and preferably about 0.005 inch. As shown in Figure 7, the thickness of the greaseless material 50 is not enough to substantially fill the space defined by the pivot bushing 30 and the pivot pin 24.

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Advantageously, the space defined by the pivot bushing 30 and the pivot pin 24 not occupied by the greaseless material 50 is occupied or filled by a grease lubricant 58, such as an extreme pressure grease sold under the name ROYCO ~~Reyco~~ 11MS manufactured by Royal Lubricants, Inc. of East Hanover, New Jersey. Other types of greases may also be used, such as any extreme pressure grease that is apparent to one of skill in the art. The chosen grease must be highly resistant to extreme dynamic bearing pressures and temperatures.
